

SAILING DIRECTIONS CORRECTIONS

PUB 123 7 Ed 1996 LAST NM 30/01

Page 65—Line 32/R; insert after:

Berthing at N'Kossa 1 is by single mooring from the stern of the Floating Storage and Offloading (FSO) vessel to the bow of the loading tanker. Ships berth from 0600 to 1600 local time, however unberthing can be carried out at any time.

Pilotage.—Pilotage is compulsory. The mooring master boards at 5°13'S, 11°36'E and remains on board the vessel for the duration of the cargo transfer.

(BA NP 2, Supp. 11/99) 35/01

Page 65—Line 33/R; read:

Anchorage.—It has been reported (1995) that a designated tanker

(BA NP 2, Supp. 11/99) 35/01

Page 67—Lines 8 to 9/R; read:

Platform Juliet (5°25'S., 11°59'E.). A restricted area surrounds the platforms as shown on the chart. A submarine pipeline connects the platform to the shore at Malonga.

(BA NP 2, Supp. 11/99) 35/01

Page 69—Lines 4 to 18/R; read:

Aspect.—The estuary of the Congo River is entered between **Ponta Vermelha** (5°39'S., 12°08'E.) and **Ponta da Moita Seca** (6°07'S., 12°16'E.), 29 miles SSE, and extends about 50 miles inland to Boma. The continental shelf, with depths of less than 200m, extends up to about 40 miles W of this estuary. It is cut by a remarkable deep gully, 2 to 8 miles wide, which has depths of over 1,400m at the outer end. This gully, which has steep and irregular sides, leads directly into the entrance of the Congo River. It is useful when approaching the entrance in foul weather as depths of over 200m extend into the river mouth.

Regulations.—For the safety of navigation, vessels proceeding to Matadi must be capable of speeds of 10.5 to 11 knots, and sometimes of speeds greater than 12 knots, depending on the season and prevailing local conditions.

(NIMA) 35/01

Page 78—Line 22/L; read:

0.9 mile NE of this light. It has been reported (1998) that the light has been extinguished.

(BA NP 2, Supp. 11/99) 35/01